

Programs – PARKING/LOADING ZONES

These programs address the need to incrementally reduce the amount of parking required for specific uses, especially in transit areas or areas of proposed high density. Parking strategies include existing programs such as Express Park and demand based meter pricing, and new programs such as modified parking districts, shared parking, parking maximums, and conversion of curb parking to bike share and bike corrals. In addition, programs in this category also identify the need for distinct off-street and on-street loading areas, to reduce traffic impacts to all users.

LA Express Park. Continue LA Express Park using technology to increase awareness of the availability of limited parking spaces.

Curb Parking Conversion. Develop processes to facilitate the conversion of curb parking spaces for bike corrals and docking stations for bicycle sharing especially in mixed-use areas.

Meter Pricing. Establish demand based meter pricing to maximize use of on-street meters.

On-Street Loading. Encourage the designation of on-street loading areas, through removal of curb parking, in established industrial areas where off-street loading facilities are lacking. Update the Commercial Loading Zone Ordinance

Off-Street Loading. In non-industrial areas, require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings undergoing extensive renovations and/or expansion, whenever practical.

Shared Off-Street Parking. Facilitate the shared utilization of privately owned off-street parking facilities.

Transit Area Parking Reductions. Reduce parking requirements for developments that locate near transit (e.g. within a half-mile of a transit stop) and provide facilities to enable pedestrian, bicycle and disabled access.

Parking Maximums. Establish parking maximums in High Quality Transit Areas.

Neighborhood Parking Districts. Modify Neighborhood Parking Districts to permit the utilization of residential streets for metered commercial parking and direct revenue to specific neighborhood improvements.

Reduced Size Parking. Develop parking, design, and replacement parking standards for reduced size vehicles (e.g. sub-compact cars, scooters, motorcycles) in residential and non-residential developments as well as public parking facilities and public rights-of-way.

Creative Parking Solutions. Work with communities, businesses, and organizations to identify and implement creative strategies to resolve parking conflicts in areas with high-parking demand.

Individualized Parking Requirements. Permit businesses to identify their respective parking demand and establish criteria whereby projects can reduce on-site parking through the inclusion of a package of transportation demand management strategies.

For more information:

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